



# **Navy Executive Safety Board (NESB) Flag Panel Meeting**

**15 August 2006**



# Agenda

- **WELCOME - VCNO/COMNAVSAFECEN**
- **COMMITTEE UPDATES**
  - **OSSC (VADM CONWAY)**
  - **OSC (RADM STARLING)**
- **BRIEF: ORM WAY AHEAD**
  - **(Briefer: CAPT Neubauer, NAVSAFECEN)**
- **FLAG LEVEL DISCUSSION**
- **BRIEF: PMV INVESTIGATIONS AND ROOT CAUSE ANALYSIS**
  - **(Briefer: Mr. Hank Spolnicki, CNIC)**
- **FLAG LEVEL DISCUSSION**
- **BRIEF: FUNDING SAFETY INITIATIVES**
  - **(Briefer: CAPT Bump, OPNAV N8)**
- **FLAG LEVEL DISCUSSION**
- **CLOSING - VCNO**





# **Operations Safety Support Committee Update**



# Operations Safety Support Committee (OSSC) Actions Taken

## OSSC Membership

- CNIC (Chair)
- CPF
- FFC
- NAVSAFECEN
- BUMED
- NAVAIR
- NAVRES
- MSC
- NETC
- PRESINSURV
- NAVSEA
- NAVFAC
- SPAWAR

- **12 June** - Kickoff Meeting
- **19 June** - Assignment of OSSC members' Naval Safety Strategy (NSS) POA&M tasks
- **5 July** - Discussion of new approaches to PMV mishap root cause analysis
- **25 July** - Stand-up of Traffic Safety/ Recreational Off-Duty Safety (TS/RODS) Working Group



# OSSC Focus Area Actions

## TS/RODS

- Held first meeting 25-26 July 06
- Focused on way ahead for PMV mishap investigations
- Focused on Root Cause

## Occupational Safety & Health (OSH)

- First meeting scheduled for Sept 06
- Focus on improving OSH programs to reduce work-related mishaps

## Training

- First meeting scheduled for Oct 06
- Focus on Navy Safety Training Continuum with OSC

## Data Management

- NSC identified as lead in FY06 DON Safety Objectives
- Focus on single safety management system



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# QUESTIONS





# Operations Safety Committee Update



# OSC Activity

- 2 working group meetings; 1 senior level mtg
  - Approved membership; approved charter; approved work plan for POA&M tasks; established Working Groups; reviewed NSC ORM strategy
- Deliverables to be complete by 8 Sep:
  - Each WG review POA&M tasks, develop strategies
  - Recommended action to complete quick-fix tasks
  - Status of WG tasks with due date within 6 months





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# Back-up Slides



# OSC Membership

- Co-chair: CFFC
  - Co-chair: CPF
  - SURFOR \*
  - AIRFOR \*
  - SUBFOR \*
  - NECC \*
  - NAVSPECWARCOM \*
  - Enterprise Master Chiefs (mbr)
  - NAVSEASYSKOM
  - NAVAIRSYSKOM
  - CNIC
  - NETC
  - NAVRES
  - BUMED
  - NAVSAFECEN
  - NNWC (ad hoc) \*\*
  - MSC (ad hoc) \*\*
  - OPNAV N8 (ad hoc) \*\*
  - SPAWAR (ad hoc) \*\*
  - Marine Corps representation (advisor) \*\*\*
  - PRESINSURV (advisor) \*\*\*
  - DASN(S) (advisor) \*\*\*
  - PEOs (advisor) \*\*\*
- \* Enterprise leads provide Senior Enlisted members  
\*\* Ad-hoc member/voting member  
\*\*\* Advisor/non-voting member



# Key Elements of OSC Charter

- **Purpose:**

- Forward leaning, task oriented, due date driven interface between safety and the war fighter

- **Scope:**

- Safety aspects of operational programs and policies
- ORM – policy and training
- Operations oriented safety training (continuum)
- Acquisition Safety
- Prioritize, coordinate and monitor completion of OSC POAM tasks



# **Naval Safety Strategy POA&M**

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- **OSC is lead on 12 tasks**
- **OSC/OSSC Joint lead on 17 tasks**
- **OSC is support agent on 12 tasks**
- **Enterprise Lead/TYCOM WG is lead on 11 tasks**
- **ORM WG is lead on 7 tasks**
- **Training WG is lead on 6 tasks**
- **Acquisition WG is lead on 12 tasks**



# OSC Working Groups (WGs)

- **Enterprise Lead/TYCOM** (Combines former aviation and afloat Working Groups and adds NECC, NNWC) and SPECWAR:
  - SUBFOR (N451)/SURFOR (N41IH) Chair
- **ORM** (Utilizes existing NSC ORM Cell with additional fleet representation):
  - COMNAVSAFCECEN (Code 10) Chair
- **Training** (Joint OSC/OSSC):
  - NETC ( N00X ) Chair
- **Acquisition Safety:**
  - OPNAV Safety Liaison (N09F) Chair



# Next Steps - WG Deliverables

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- **Due to OSC 8 SEP**
  - ID WG Members
  - Develop Charters
  - Review POAM and ID Tasks Within WG Scope
  - Recommendation Action to Complete Quick Fix Tasks
  - Provide Status on WG Tasks With Due Date Within 6 Months



# Aviation Compliance Tracker

System Health Monitor - Microsoft Internet Explorer provided by NMCI

Address: <https://usn-pulse.com/safety/main.php?pbz015XYVR=pbz018WRV8WXw>

Links: BUPERS-NPC Homepage, Customize Links, DefenseLink, EDS-NMCI, Google, Homeport, NavSafeCen, Windows Media

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COMPATRECONWING FIVE

Unit	COC Date	CO ASC Date	ASO Course Date	NSC Safety Survey Completion Date	Cultural Workshop Completion Date	CSA Completion Date	MCAS Completion Date	Last Safety Stand Down	Last Human Factor Council	Last HAZREP Submission Date	Last NATOPS Unit Evaluation	ORM Complete	Mishaps												
													Flight Mishap			Flight Related Mishap			Aviation Ground Mishap			PMV/REC Mishap			
													A	B	C	A	B	C	A	B	C	A	B	C	
VAW-120 E-2C/C-2A	Oct-06	Oct-00	Apr-06	Jan-06	Jun-06	Nov-05	Nov-05	May-06	Mar-06	Aug-06	Mar-05	89%	0	0	1	0	0	0	0	0	0	0	0	0	0
VAW-121 E-2C	Jul-05	Sep-02	Mar-06	Feb-05	Apr-03	May-06	May-06	Aug-06	Jun-06	Jun-06	May-05	99%	0	0	0	0	0	0	0	0	0	0	0	0	
VAW-123 E-2C	Jul-06	May-05	Sep-05	Mar-06	Feb-06	Jul-06	Jul-06	May-06	May-06	Jul-06	Feb-06	95%	0	0	0	0	0	0	0	0	0	0	0	0	
VAW-124 E-2C	Apr-06	--	Apr-06	--	--	May-06	May-06	Jun-06	Jun-06	Mar-06	Apr-06	80%	0	0	0	0	0	0	0	0	0	0	0	0	
VAW-125 E-2C	May-06	Nov-04	Feb-06	May-05	Sep-05	May-06	May-06	May-06	Jul-06	Jun-06	Apr-05	90%	0	0	1	0	0	0	0	0	0	0	0	0	
VAW-126 E-2C	Aug-05	Oct-03	Nov-05	Mar-06	May-06	Apr-06	Apr-06	Jun-06	Jun-06	Feb-06	Nov-05	100%	0	0	0	0	0	0	0	0	0	0	0	0	
VRC-40 C-2A	Jul-05	Dec-03	Jun-06	Jun-06	--	Jul-05	Jul-05	Jun-06	Jun-06	Jul-06	May-05	99%	0	0	2	0	0	0	0	0	1	0	0	0	

COMPATRECONWING FIVE

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													Flight Mishap			Flight Related Mishap			Aviation Ground Mishap			PMV/REC Mishap		
													A	B	C	A	B	C	A	B	C	A	B	C
VP-30 P-3C	Aug-05	Jul-05	Mar-04	--	--	Aug-05	Aug-05	May-06	Jul-06	Aug-06	--	90%	0	0	0	0	0	0	0	0	0	0	0	0
VP-8																								

Internet

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# Aviation Compliance Tracker

System Health Monitor - Microsoft Internet Explorer provided by NMCI

Address: <https://usn-pulse.com/safety/main.php?pbz015XYVR=pbz018WRV8WXw>

Links: BUPERS-NPC Homepage, Customize Links, DefenseLink, EDS-NMCI, Google, Homeport, NavSafeCen, Windows Media

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Requirements | Mishaps

Unit: VAW-120 E-2C/C-2A, VAW-121 E-2C, VAW-123 E-2C, VAW-124 E-2C, VAW-125 E-2C, VAW-126 E-2C, VRC-40 C-2A

COC Date: Oct-06, Jul-05, Jul-06, Apr-06, May-06, Aug-05, Jul-05

**Mishap Summary (VRC-40) - Class C - Aviation Ground Mishap**

Date of Mishap	Class	Aircraft	Type	Short Narrative
24 Oct 2005	C	C-2A		NOSE TIRE EXPLODED AND SPLIT RIM IMPACTED SAFETY CHAIN MEMBER'S LEG ON CVN DECK

Close

Click-on

COMPATRECONWING FIVE

Requirements | Mishaps

Unit	COC Date	CO ASC Date	ASO Course Date	NSC Safety Survey Completion Date	Cultural Workshop Completion Date	CSA Completion Date	MCAS Completion Date	Last Safety Stand Down	Last Human Factor Council	Last HAZREP Submission Date	Last NATOPS Unit Evaluation	ORM Complete	Flight Mishap	Flight Related Mishap	Aviation Ground Mishap	PMV/REC Mishap
VP-30 P-3C	Aug-05	Jul-05	Mar-04	...	...	Aug-05	Aug-05	May-06	Jul-06	Aug-06	...	90%	0	0	0	0
VP-8	...	...	...	...	...	...	...	...	...	...	...	...	0	0	0	0

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# Aviation Compliance Tracker

System Health Monitor - Microsoft Internet Explorer provided by NMCI

Address: <https://usn-pulse.com/safety/main.php?pbz015XYVR=pbz018WRV8WXw>

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VFA-115 - F/A-18E	
26 Jun 2006	Unsafe Landing Gear
03 May 2006	Tire Failure on CDP Riser
29 Apr 2006	OBOGS Failure / Hypoxia / PHYSEP
24 Apr 2006	Flight Deck Taxi / Deck Edge Coaming
12 Apr 2006	IFR Probe Failure on KC-10
03 Apr 2006	Unsafe Nose Gear Indications
19 Nov 2005	CAS Page Problem
07 Apr 2005	RADAR COOLANT LEAKED ON PERSON
31 Oct 2004	MLG Prox Switch failure leads to trap at CV
30 Oct 2004	ACFT LANDED ON CNV-74 WITH COCKPIT INDICATIONS OF UNSAFE RIGHT MLG

VFA-122 - F/A-18E	
25 Apr 2006	Near Mid-Air with other A/c enroute to Carrier Break
16 Dec 2005	T-34 BASH
29 Nov 2005	Halon Usage During Brake Fire
28 Jun 2005	Bird Strike
04 Oct 2004	Burst OBOGS Hose Resulted in aircrew Hypoxia

VFA-125 - F/A-18C	
24 Jul 2006	OBOGS FAILURE F/A-18C AND UH-1H

Submit this form information for processing

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Executive Safety Board



# QUESTIONS





# ORM

## Managing Risk for Operational Excellence: The Navy's Revitalization Effort



# Leadership / Policy

## Complete:

- **Model developed**
  - Institutional and unit levels
  - Driving strategy execution
- **Draft Manual**
  - Stakeholder conference held in July to draft OPNAV rewrite
  - Manual vice admin instruction
- **ORM Cell (OSC)**
  - NSC ORM Cell working for Operations Safety Committee
  - Make-up NSC heavy at present

## In Progress:

- **Leadership Messages**
  - Flag level messages reinforcing ORM vision and intent
  - Sent each quarter from various levels of command
- **Terminology**
  - Tactic to drive Navy to common ORM term usage
  - "Low Hanging Fruit"
- **Directed ORM Review**
  - Release message directing units to review and document ORM on-line course review/completion
- **Signed ORM Inst**
  - Draft posted to NSC web for comment and corrections

## Target Date:

- **Sep 06 start**
- **01 Sep 06**  
(Deliver tactic for leadership action)
- **01 Sep 06**  
(Complete review by 01 Dec 06))
- **30 Sep 06**



# Training and Education

## Complete:

- **Built Network**
  - Education and training commands part of ORM T&E Sub-team
  - Includes accession commands
- **Foundation to DEP**
  - Delayed entry recruits taking NKO ORM course
- **Identified Instructor Course**
  - With RTC Great Lakes, identified Navy Instructor Course as critical vehicle
- **ORM A & I Course**
  - Delivered to most fleet concentration areas during FY-06
- **Off-Duty at CPD**
  - KSBs developed for 5-vector model

## In Progress:

- **ORM NKO revamp**
  - Starting liaison with NETC
  - Goal to bring ORM computer based courses up to latest learning technology
- **Time / Critical ORM**
  - Define elements for best return
- **Standard material for Instructors / Assessing Commands**
  - Format courses for instructors to strengthen baseline training
  - Build Assessors Course
- **KSB's for leadership vector**
  - Work with CNL to ensure ORM elements

## Target Date:

- **OCT 07**
- **SEP 06**
- **MAR 07**
- **APR 07**



# Assessment

## Complete:

- **Developed Model / Guide**
  - Developed by NSC Survey Teams
  - View to mesh with current assessment processes
- **Tested**
  - Tested during aviation and afloat safety surveys
  - Process appears feasible
- **Established Assessment Network**
  - Fleet assessment commands working with NSC to compare processes
  - Looking for integration of current assessment processes

## In Progress:

- **Assessment Summit**
  - Summit with assessment commands for policy and process agreement
  - Barrier: NMTL
- **Standard Process**
  - Develop process all assessments units can use
  - Model is NSC process
  - To be part of ORM manual
- **Assessment Training**
  - Working with NETC and assessment commands to develop assessment course

## Target Date:

- **OCT 06**
- **JUN 07**
- **MAR 07**



# Feedback and Monitor

## Complete:

- **NSC website**
  - ORM best practices included on NSC Web Site
  - 17 entries to date
- **TRACS away for CNAF**
  - NSC taking lead
  - Goal to revitalize use of this deliberate ORM tool

## In Progress:

- **Input process for assessment teams**
  - Next action: Build process by which assessment teams input best practices for feedback
- **Partner with USAF on TRACS**
  - Navy TRACS unfunded
  - Working with USAF to partner in a joint effort
- **Standard risk assessments**
  - NSC ORM Cell to build fleet ORM assessment examples of standard fleet evolutions
  - Intend to populate Best Practices and TRACS

## Target Date:

- **FEB 07**
- **JUL 07**
- **OCT 06 Start**



# NESB Discussion







# **Private Motor Vehicle (PMV) Mishap Investigations and Root Cause Analysis**



# Background

- **OSSC stood up Traffic Safety/Recreational Off-Duty Safety (TS/RODS) working group on 25 July 06**
  - Members represented CNIC, FFC, PACFLT, SUBLANT, NETC, NSC, BUMED, and Enlisted community
- **Short-term and long-term strategies devised**
  - Select investigation tool for root cause analysis (short-term)
  - Revise and develop new investigation processes (short-term)
  - Determine safety risk management options from “recruitment to retirement” (long-term)



# Short-Term: Root Cause Tools

## Objective

Determine which tool can be used by investigators to identify **root causes**

### Pilot 1: Investigation Template

- Driven by root cause identification vice reporting requirements
- Includes human and mechanical causal factor questions
- Includes organizational questions to evaluate Command's existing traffic support programs
- NSC will assist the Command in using the template

### Pilot 2: REASON Software

- Consists of computer-based logic progression that drives towards root cause
- CNIC will assist the Command in using REASON
- Potentially most effective at a more senior level

3 investigations per pilot will be conducted to determine effectiveness

# Short-Term: Investigation Processes

- **Expand root cause investigations to include all fatalities and permanent partial disabilities**
  - Establish investigation requirement in lieu of proposed Safety Investigation Board
- **Develop Echelon III/II Flag endorsement process for PMV mishap investigations**
  - Retains First Flag notification followed up by full investigation with Ech III/II endorsement
  - Promotes accurate data collection to aid root cause analysis
  - Includes Ech III/II tracking of corrective actions



# Long-Term: Safety Risk Management

- **Shift focus from reactive efforts (i.e. investigations) to preventive and predictive measures**
- **Analyze risk factors throughout a Service member's career to plot mishap event stream**
  - Determine shortfalls in policy, resources, training, etc.
- **Conduct sensitivity analysis for all risk factors**
  - Identify solutions with greatest likelihood of impact



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# QUESTIONS



# NESB Discussion





# **Executive Safety Board Funding Process**





# Purpose

- Naval Safety Center Staff requested OPNAV N8 assistance to identify a process for allocating resources with a high return on investment (ROI).

## Navy POA&M Update

Obj #	Task #	Sub Task #	Task Description	Due date	Lead Command/ Agency	Supporting Command/ Agencies	Amplification	Status
600	6.0.1		MORE CLOSELY ALIGN SAFETY IN THE ACQUISITION PROCESSES					
		3.5.1A	Ensure criteria for ESOH is in all applicable capabilities (CDS) documents (CD CPD, CDD and ORDs, Initial capabilities documents-MS-A, Capabilities Development Documents-MS-B, Capabilities Design Documents-MS-C, and Legacy Operational Requirements	1-May-06	FSC (N09FB)		Central to mission and function of N09FB. (Support by System Safety Advisory Board / 110, 114, 117/118, 119, 119/1193).	●
600	6.0.2		ESTABLISH POLICY AT THE BASE AND REGION TO ENSURE ACCOUNTABILITY FOR THE ENFORCEMENT OF TRAFFIC SAFETY REGULATIONS					
		4.5.1A	Require base police to report all "on-base only" traffic violations to service members/employee command.	1-Jul-06	CHIC	Navy Region	Incorporate reporting requirement in CHIC Region Instructions. Pursue revision of OPIAVINST 5100.12GH to include reporting requirement. Note: (Similar to HASP report).	●
600	6.0.3		IMPROVE THE CAPABILITIES/INTEGRATION OF THE WEB-BASED SAFETY SYSTEM					
		5.1.1B	Convene a Configuration Control Board to evaluate temporary term reduction of required data fields during the zero based review period.	1-Jul-06	FSC	Echelon 2s	Reduction in required data fields will increase mishap reporting in the near term by balancing need for mishap analysis and leading indicators with the burden of inputting data on the user.	●
		5.2.2	IMPROVE MISHAP AND HAZARD REPORTING ACCOUNTABILITY					
		5.2.2B	and make changes, as required.	1-Jul-06	FSC	Echelon 2s		
600	6.0.4		LINK SAFETY EXPENDITURES TO EXPECTED BENEFITS THROUGH USE OF BUSINESS CASE ANALYSES					
		6.3.1C	Determine the process for allocating resources to safety initiatives with high ROI.	1-Jul-06	ESB	FSC	FSC draft process flow chart and obtain ESB approval.	●
600	6.0.5		MAKE PROGRAMATIC IMPROVEMENTS TO DOMESTIC SAFETY PROFESSIONS					
		6.7.1B	Improve the expertise of Navy civilian and military safety personnel by implementing policies which promote and financially support professional certification, e.g. as Certified Safety Professionals (CSP) and Certified Industrial Hygienists (CIH).	1-Aug-06	FSC (N09FB)	OPIAV N11/ BUMED	Monitor the number of certified safety professionals annually. Review OPIAVINST 5100.23G and 5100.19.	
600	6.0.6		IMPROVE THE CURRENT SAFETY AND DEFENSE SAFETY PROGRAMS UNDER INSTALLATION SAFETY OFFICES					
			Continue funding of current CHIC Traffic					●



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*This brief recommends a process*



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# Executive Safety Board Funding Process

**Safety Center identifies a safety related funding issue that cannot be resolved with Safety Center funding.**

① Safety Center identifies the requirement to the Executive Safety Board (ESB). If the requirement and funding level are approved by the ESB, the requirement is passed to:

②<sup>a</sup> The Navy Enterprise Board of Directors (NE BOD) to identify Enterprise Domain(s) or Enabler(s) responsible for developing funding options.

**or**

②<sup>b</sup> N8/FMB to develop corporate funding options for Safety issues impacting multiple domains (funding will be derived from multiple domain(s)/ enabler(s))

③<sup>a</sup> Options are developed by the Enterprise(s) or Enablers(s)

**or**

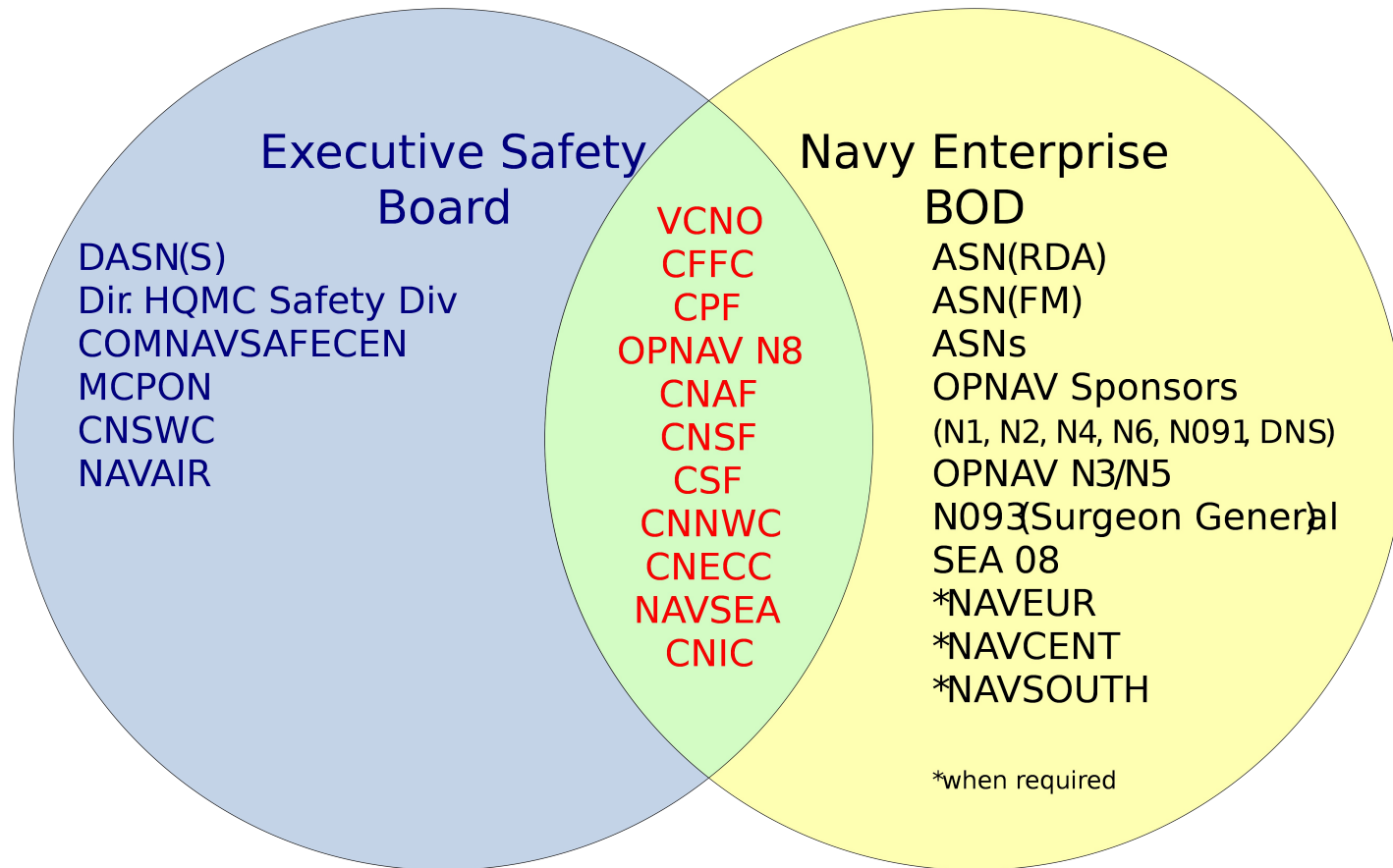
③<sup>b</sup> Options are developed in OPNAV internally

④<sup>a/b</sup> Enterprise and OPNAV approved funding options will be coordinated with N8/FMB to ensure executability and proper timing.

⑤ N8/FMB notifies Naval Safety Centers of intended solution



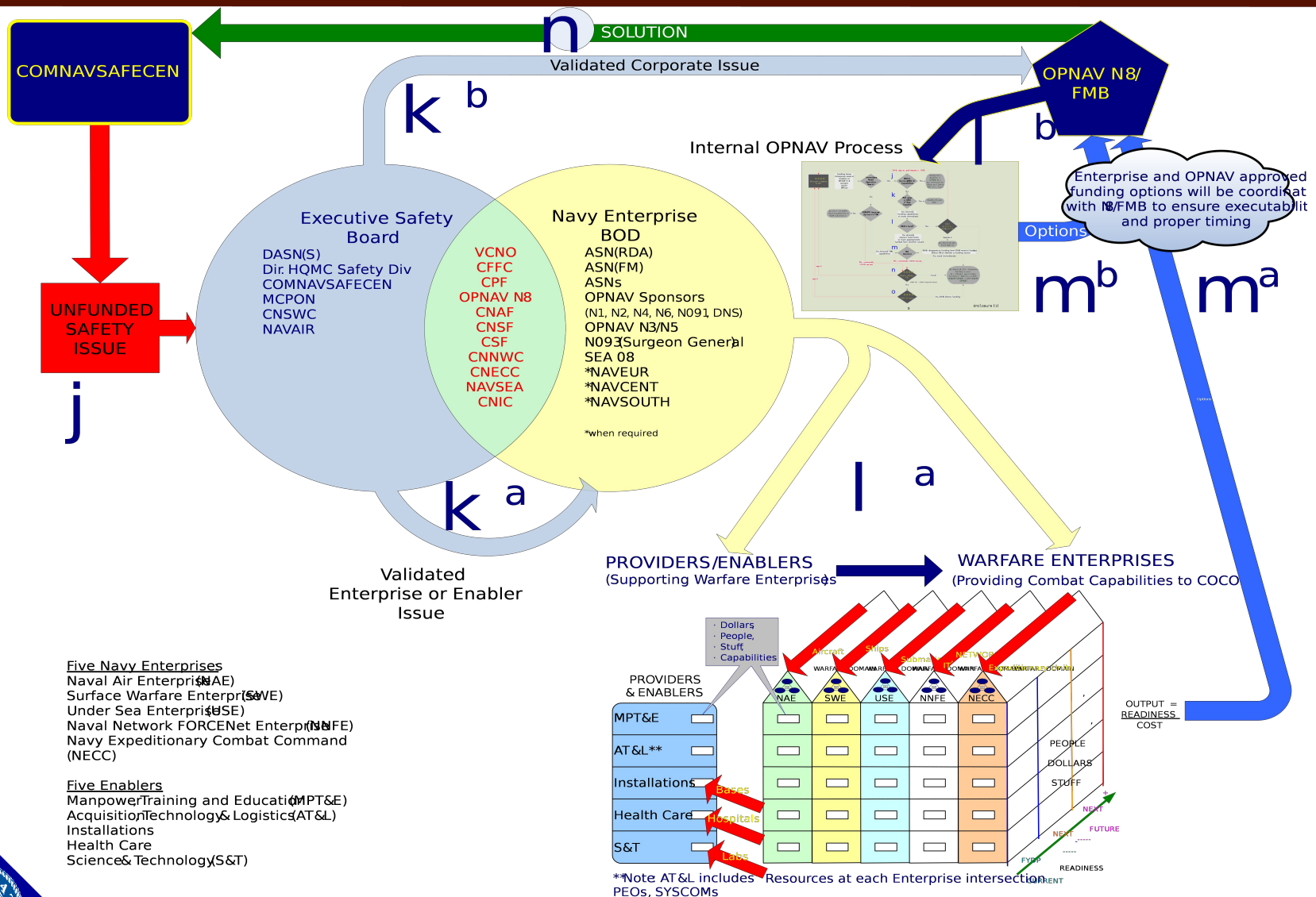
# Executive Safety Board - Navy Enterprise Board Commonality



*Similar Membership*



# Enterprise Process



**Executive Safety Board**



# Examples

- An identified safety issue that only impacts one warfare Enterprise would be forwarded to that Enterprise for funding option development.
- Similarly, an issue directly associated with installation or base safety would be assigned to the installation enabler, Commander Naval Installations Command.
- Safety issues impacting multiple Enterprise Domains would assigned to N8/FMB to develop corporate funding options (funding from multiple domain(s)/enabler(s))



# Summary

In summary, the goal is to provide an executable process that considers the perspectives of both Warfare Enterprises and Enablers; thus, providing them opportunity to develop options for resolving safety issues

*M8 responsible to ensure executability*



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# Backup



```

graph TD
    Start([Funding Issue  
Enterprise Lead or  
OPNAV N 8  
Assigns Action  
Officer]) --> J{Immediate  
Need  
Execution  
Year+1}
    J -- Yes --> K{Within  
Sponsor/BSO (s)  
Capabilities}
    K -- Yes --> J1([Enterprise,  
Enabler or  
OPNAV N 8  
recommends an  
offset and directs  
BSO (s) to Fund])
    J1 --> CNO_Review{CNO  
Approve /  
Disapprove}
    CNO_Review -- Approve --> J2([N8 directs N82 to  
fund BSO (s)])
    J2 --> N8_Decision{N8  
Decision}
    CNO_Review -- Disapprove --> J3([N8 directs N82 to determine  
funding source  
& coordinate appropriate  
funding to BSO (s), i.e. ATR  
(>$15M OM&N or BTR <$15M  
OM&N)])
    J3 --> N8_Decision
    N8_Decision --> VCNO_CB{VCNO / VCNO  
CB}
    VCNO_CB -- Fund --> J3
    VCNO_CB -- No --> CNO_Concur{CNO Concur}
    CNO_Concur -- No, CNO directs funding --> J3
    CNO_Concur --> End([****  
Executive Safety  
Board])
    VCNO_CB --> End
    J -- No --> I{POM/PR Issue w/  
Sponsor's TOA}
    I -- Yes --> J4([Sponsor program  
cited requirement in  
POM submission])
    J4 --> End
    I -- No --> M{N8  
Decision}
    M --> End
    M --> VCNO_CB
    
```

The flowchart illustrates the N8 funding process, starting with a funding issue identified by the Enterprise Lead or OPNAV N 8. The process involves several decision points and review steps, ultimately leading to a funding decision by the VCNO/VCNO CB or a recommendation for CNO review. Key steps include: Immediate Need Execution Year+1, Within Sponsor/BSO (s) Capabilities, CNO Approve / Disapprove, N8 directs N82 to fund BSO (s), N8 Decision, VCNO / VCNO CB, and CNO Concur. The process also includes a path for funding issues not requiring immediate execution, leading to a POM/PR Issue w/ Sponsor's TOA decision. The final outcome is either funding by the VCNO/VCNO CB or a recommendation for CNO review, which then leads to a final funding decision by the VCNO/VCNO CB or a recommendation for CNO review.





# QUESTIONS



# Closing Comments



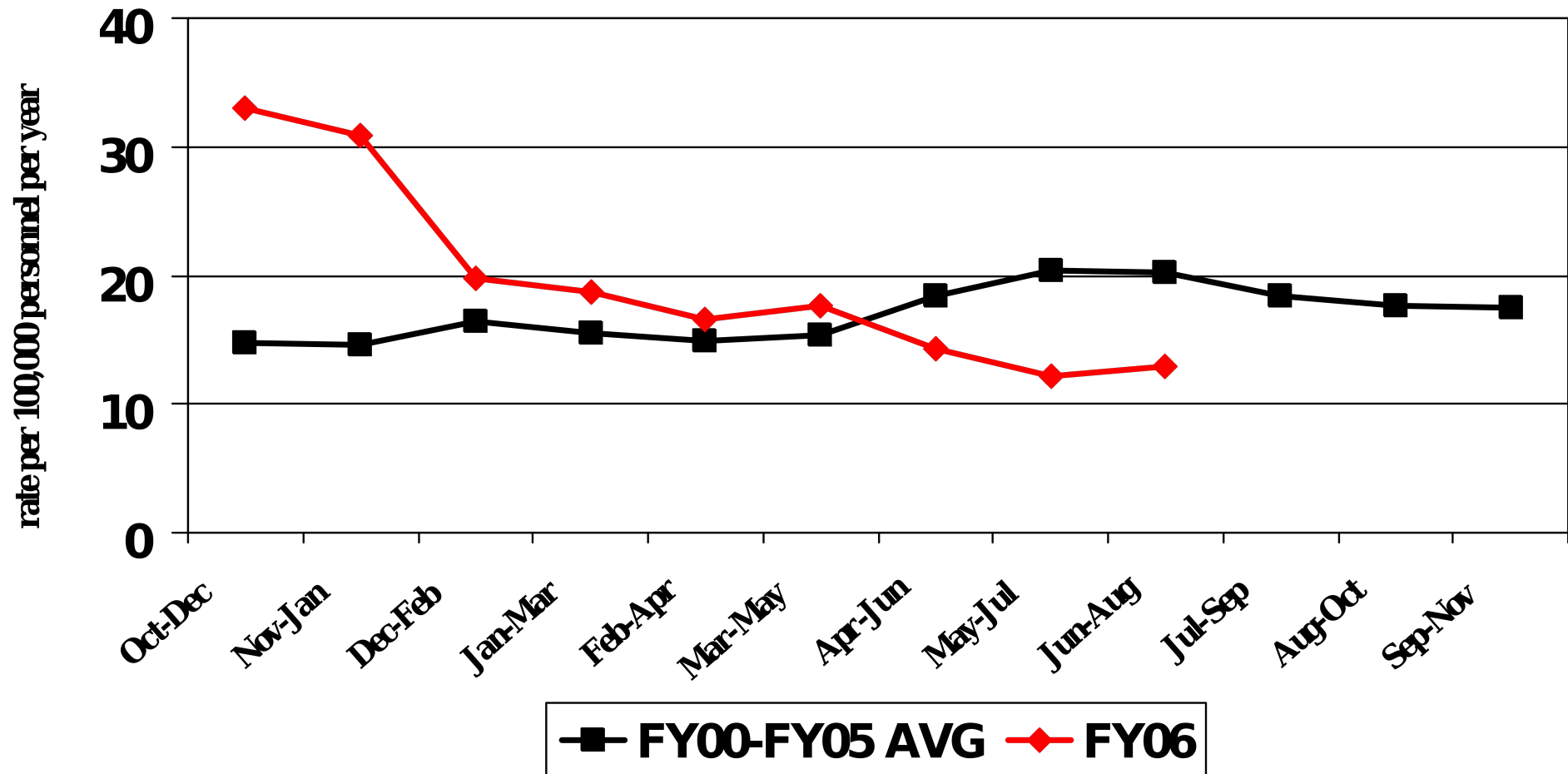
# Back up slides



# Mishap data

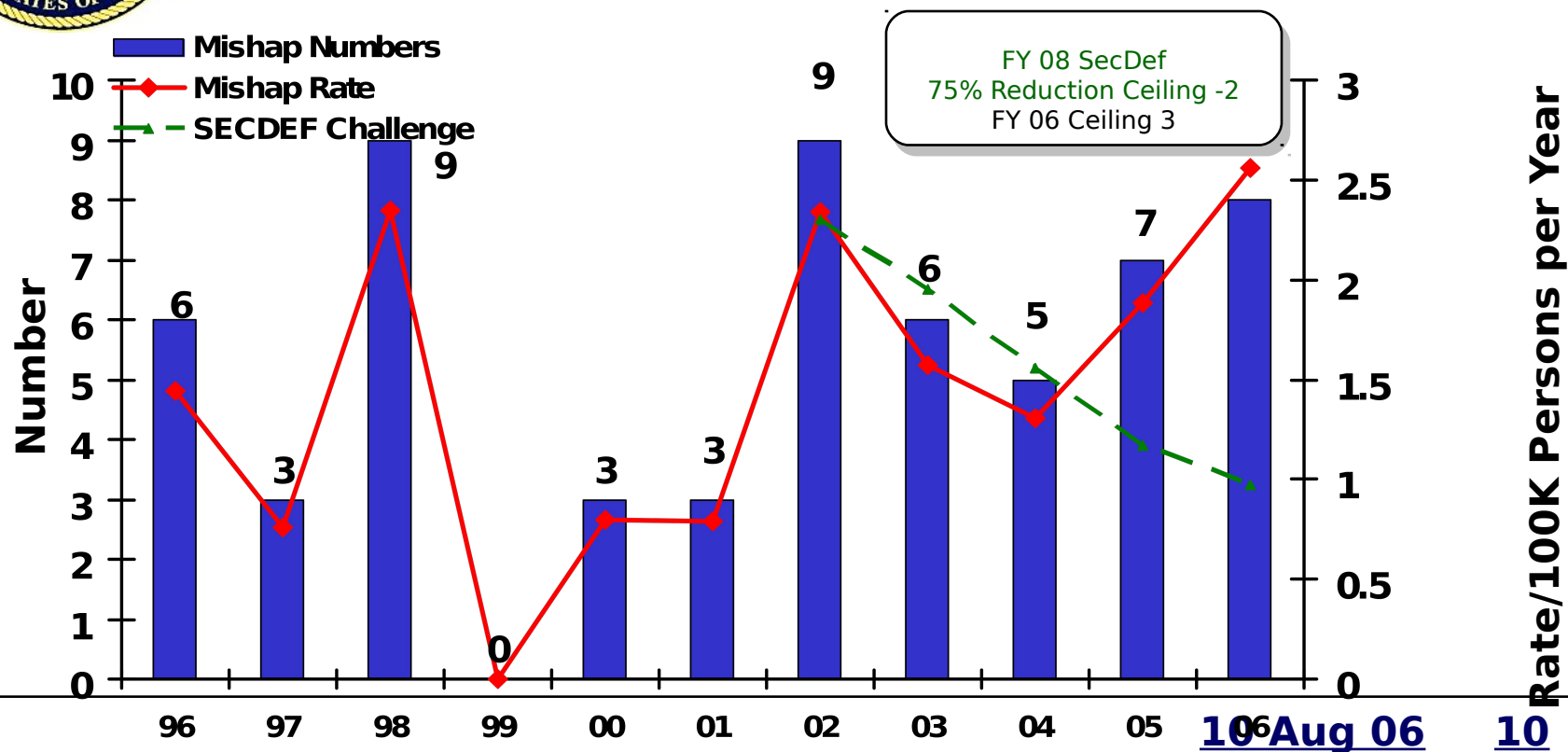


# ***NAVY PMV 3-MONTH ROLLING AVERAGE***





# PHYSICAL TRAINING FATALITIES



Aug 05

**CLASS A MISHAPS/MISHAP RATE FY COMPARISON:** 8 / 2.56 5 /

1.56

**FY05 MISHAPS/MISHAP RATE:** 7 / 1.88

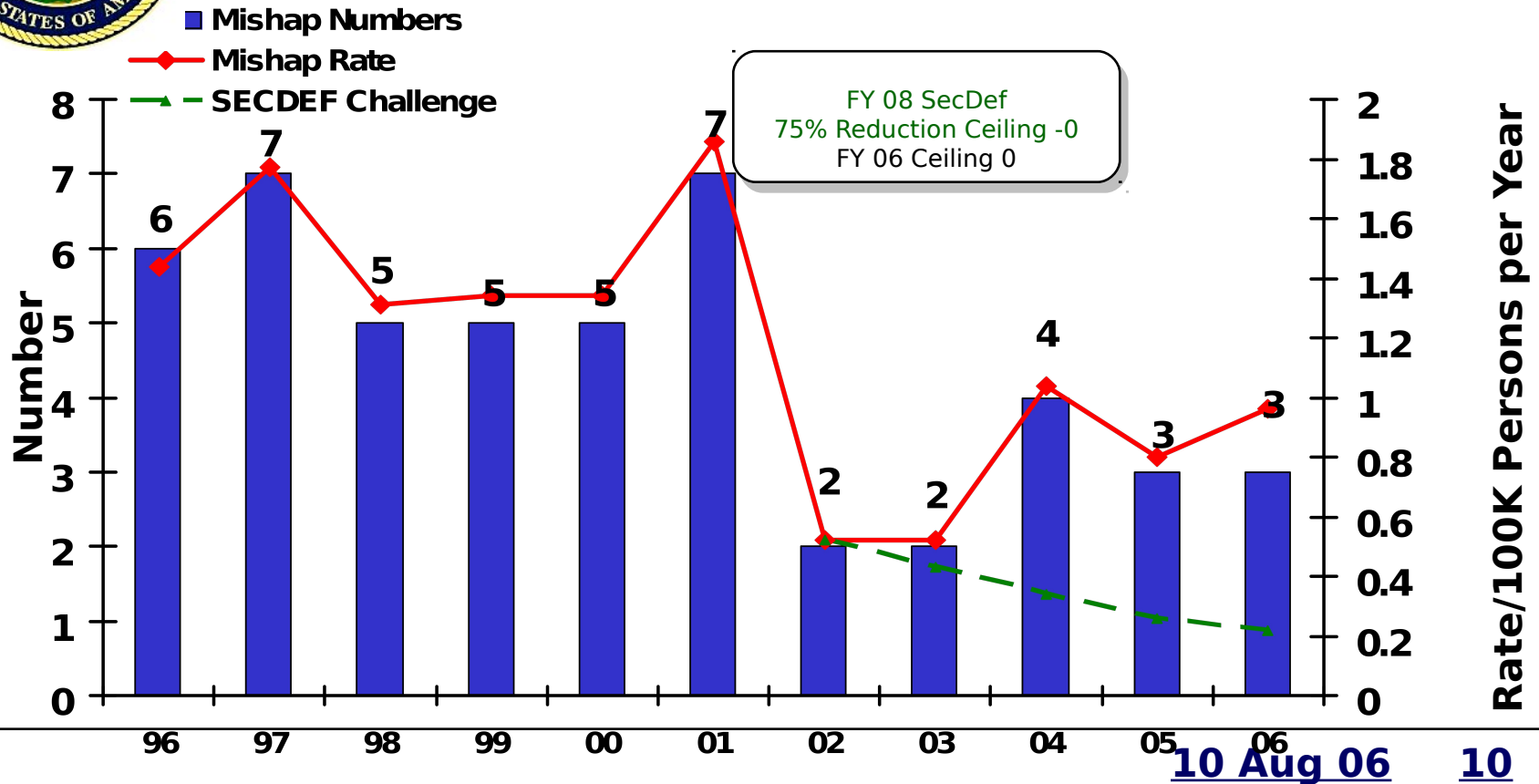
**10-YEAR AVERAGE (FY96-05) MISHAPS/MISHAP RATE:** 5.1 / 1.33



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# CLASS A SHORE OPER MISHAPS



Aug 05

**CLASS A MISHAPS/MISHAP RATE FY COMPARISON:**      **3 / 0.96**      **2 / 0.62**

**FY05 MISHAPS/MISHAP RATE:**      **3 / 0.80**

**10-YEAR AVERAGE (FY96-05) MISHAPS/MISHAP RATE:**      **4.6 / 1.20**

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# REVISED FY06/FY07 CEILINGS (PT FATALITIES ADDED)

CATEGORY	FY06 ORIGINAL CEILING	FY06 REVISED CEILING	FY07 ORIGINAL CEILING	FY07 REVISED CEILING
Total Operational Class A	19	33	15	22
Aviation Class A FM	6	17	5	11
Shore Class A (ex MV)	0	1	3	1
Operational MV Class A	1	2	1	1
PT Fatalities	3	8	3	6
Afloat Class A	3	3	3	3
Operational Fatalities	12	20	10	14
PMV Fatalities	29	73	23	46
Off-Duty/Rec Fatalities	8	17	6	11

